

The ExxonMobil logo is positioned in the top right corner. It features the word "Exxon" in a red, sans-serif font with a stylized 'X' that has a gap, and the word "Mobil" in a black, sans-serif font. The background of the entire slide is a blurred image of a person's head and shoulders, overlaid with a complex, multi-colored digital grid pattern in shades of blue, purple, and green.

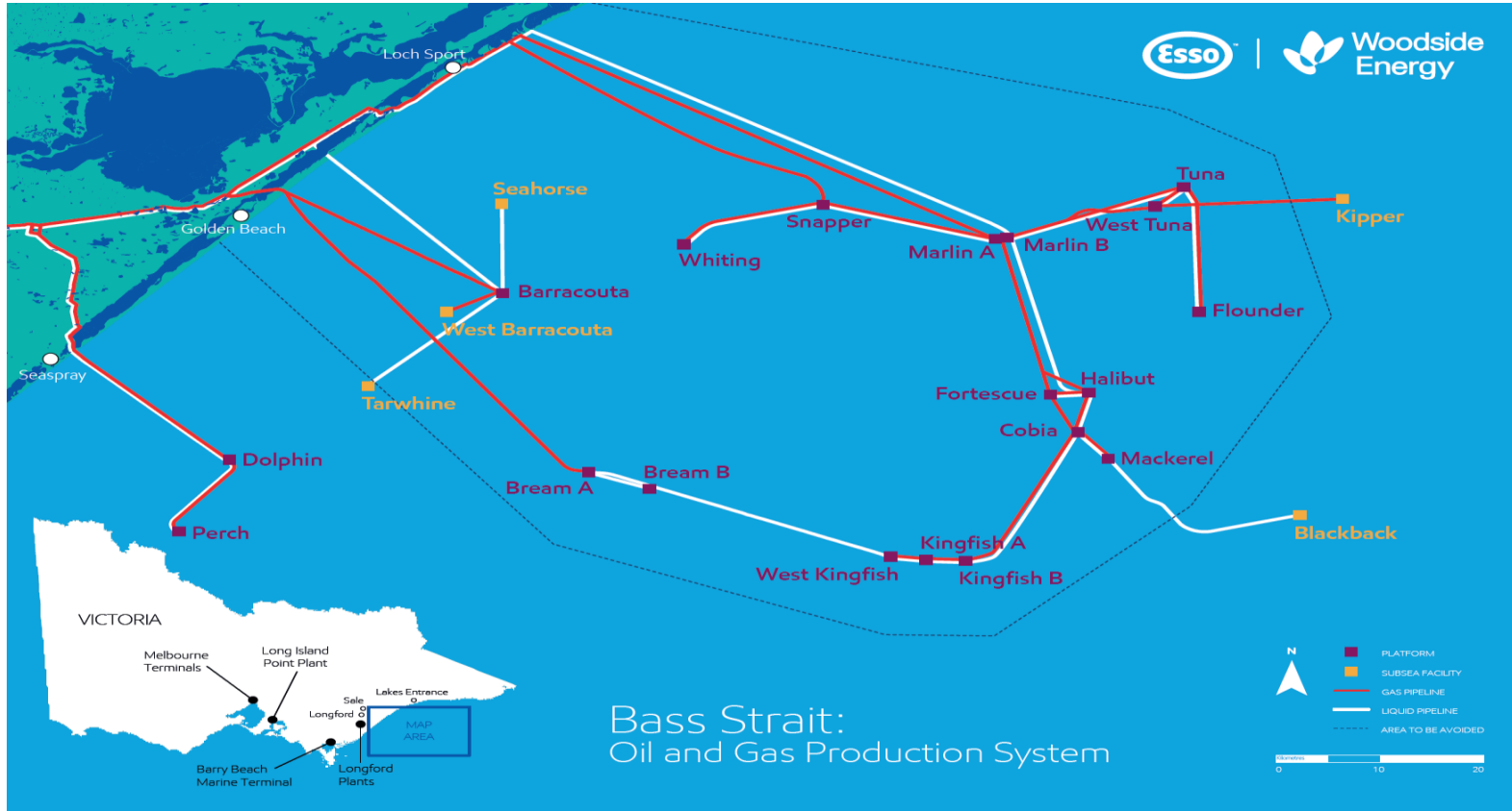
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May 2024

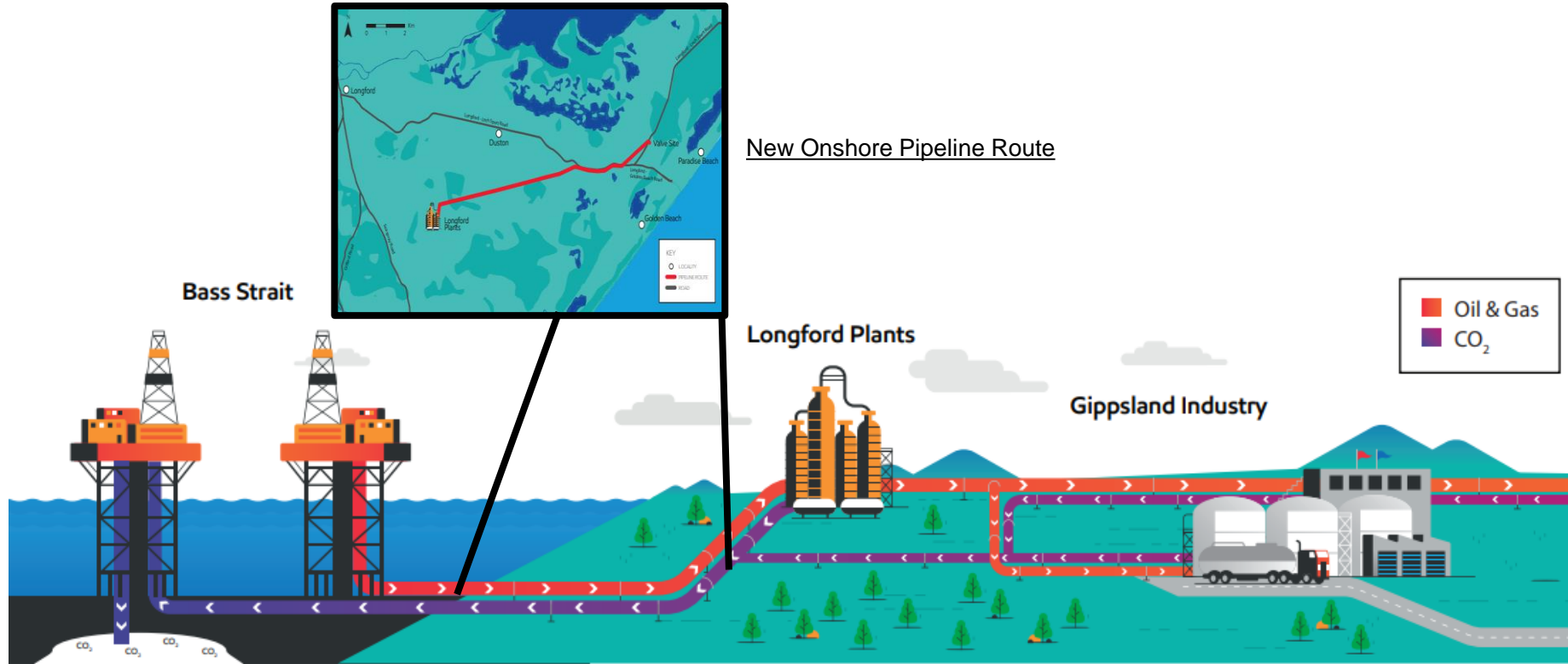
# Analysis of existing onshore Hydrocarbon Pipeline for Conversion to Dense Phase CO<sub>2</sub> service

David Levy  
Senior Integrity Engineer  
Esso Australia Pty Ltd

# Bass Strait History



# Plan for Carbon Capture – South East Australia CCS

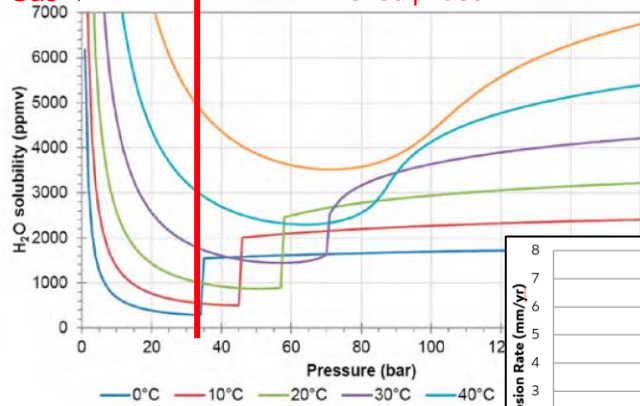


SEA CCS Overview

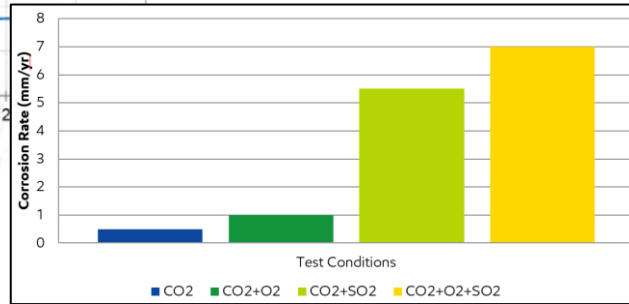
# Internal Corrosion Challenge

ACID FORMATION

Gas ← → Dense phase

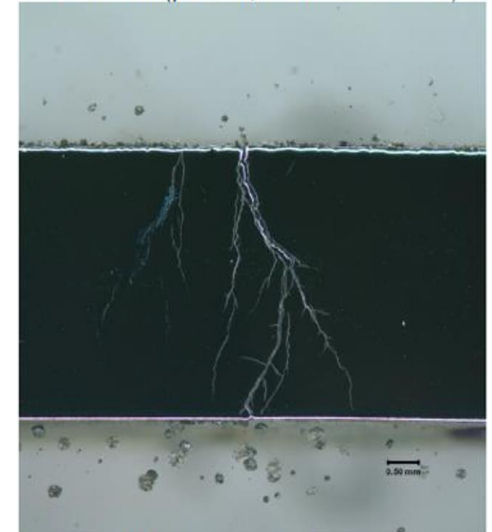


Water Solubility in CO<sub>2</sub>



Corrosion rates of trace elements

STRESS CORROSION CRACKING



CO Stress Corrosion Cracking (x20 Mag)

\* Choi, Nescic & Young (2010)

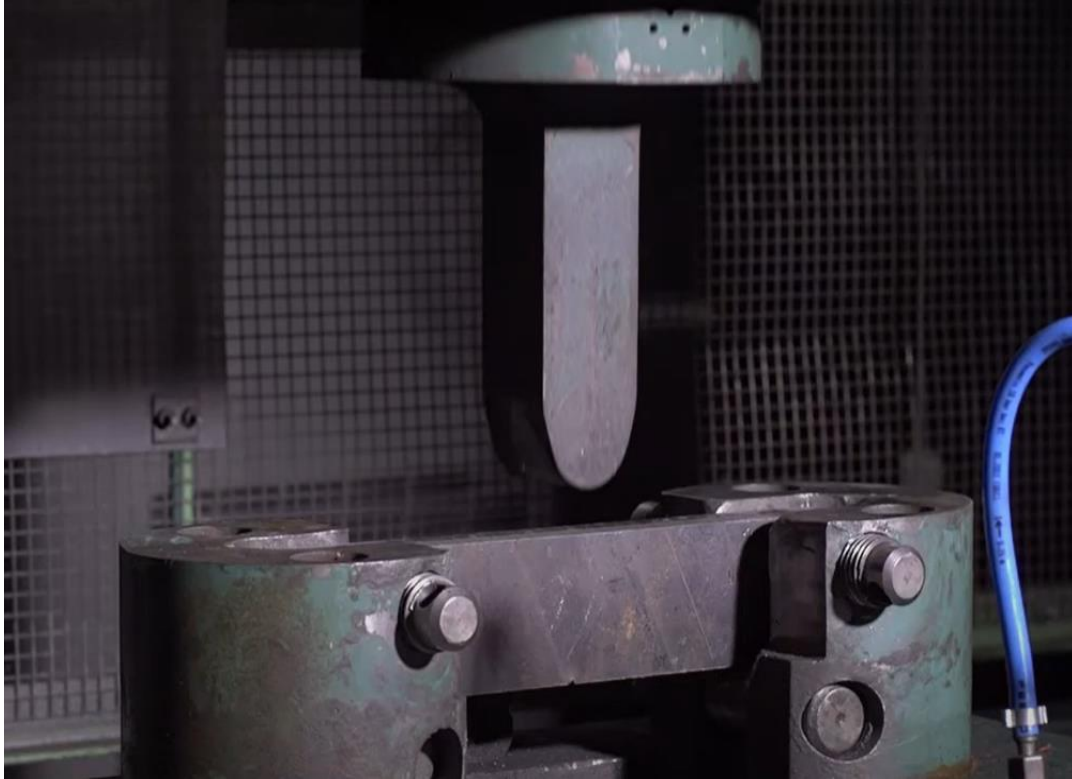
# Internal Corrosion Control

Corrosion Control **Initial recommendations** based on corrosion testing and literature review

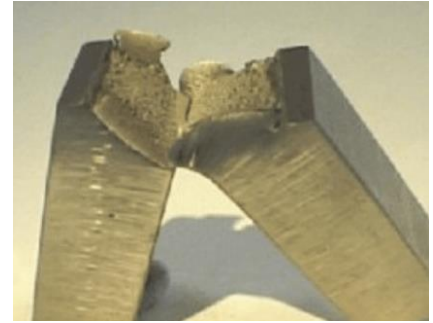
Contaminant	Specification Value	Motivation for limitation
H <sub>2</sub> O for pipeline	100 - 300 ppm 50 ppm if NO <sub>x</sub> /SO <sub>x</sub> >10 ppm	Pipeline corrosion
H <sub>2</sub> O for LCO <sub>2</sub> shipping	50 ppm	Hydrate formation
CO	1000 ppm	Stress corrosion cracking (SCC) and personnel exposure limits
H <sub>2</sub> S	100 ppm 10 ppm if NO <sub>x</sub> /SO <sub>x</sub> >10 ppm	Sour service cracking
NO <sub>x</sub>	<10 ppm	Potential formation of strong acid HNO <sub>3</sub>
SO <sub>x</sub>	<10 ppm	Potential formation of strong acid H <sub>2</sub> SO <sub>4</sub>
H <sub>2</sub>	0.5%, 1%*	Embrittlement, *for new built, sour service, X65 grade or lower
O <sub>2</sub>	80 ppm	Pitting/crevice corrosion of 25Cr in well tubular
Volatiles (e.g., N <sub>2</sub> , Ar, C <sub>1</sub> )	<4.5% for pipeline <0.5% for LCO <sub>2</sub> shipping	Economic considerations: compression power, pipeline capacity Shipping: ability to liquify stream
Glycol	TBD	Corrosion, potential concern for TEG dehydration



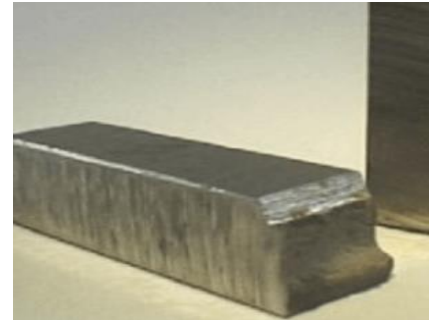
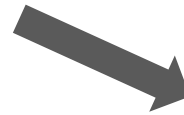
# Brittle Fracture Challenge



Source: [www.bf-labor.de](http://www.bf-labor.de) (Youtube); [UMIST.ac.uk](http://UMIST.ac.uk)



Ductile Failure



Brittle Failure

# Brittle Fracture Comparison – CO2 versus Hydrocarbon

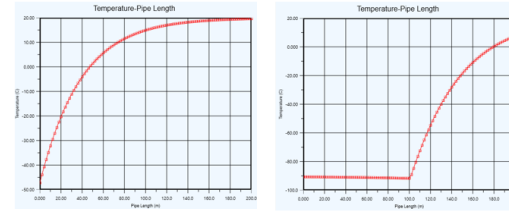
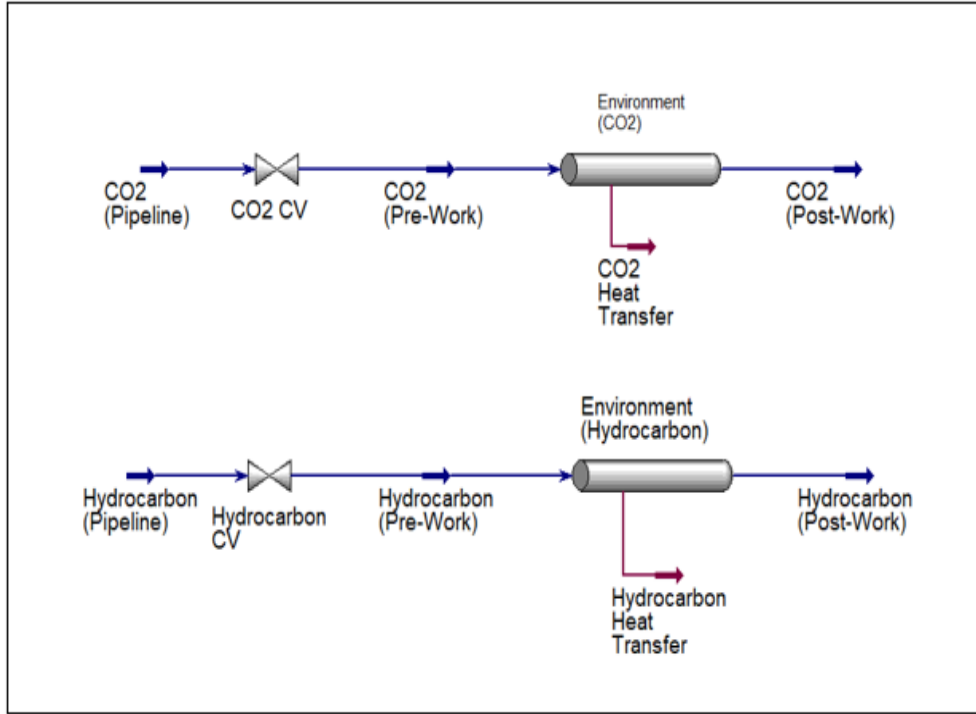
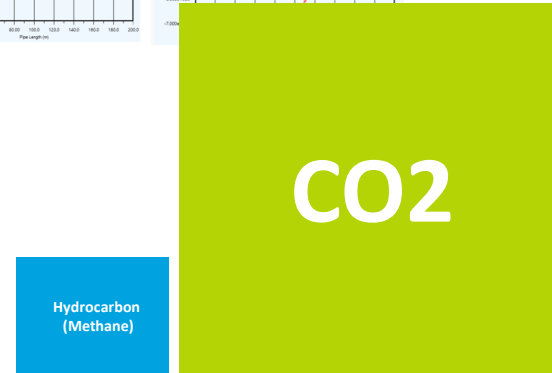
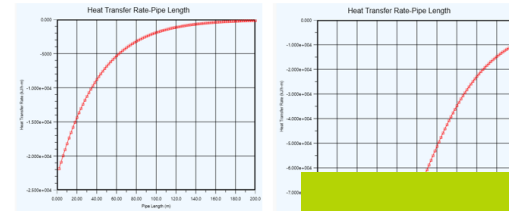
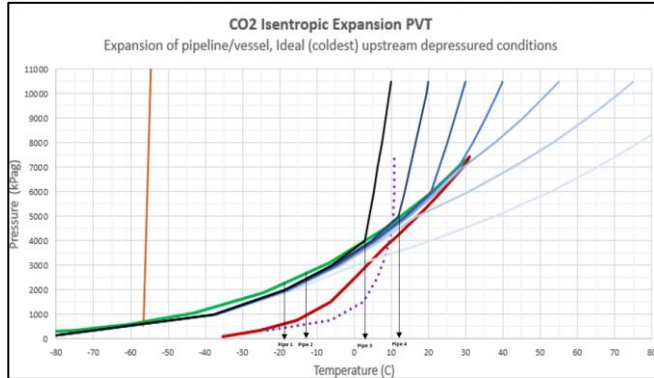


Figure 8: Temperature Profile for environmental Exposure of Hydrocarbon gas (L) versus Dense Phase CO2 (R)



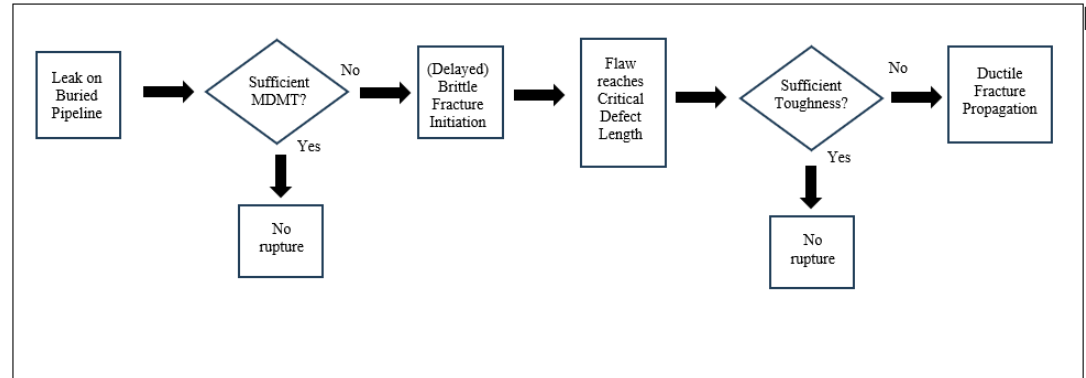
Cooling Capacity Comparison

# Brittle Fracture Control



## 85 Mpa Hoop stress Criterion

- Determine associated pressure
- Calculate associated temperature
- Compare with Minimum Design Material Temperature (MDMT)

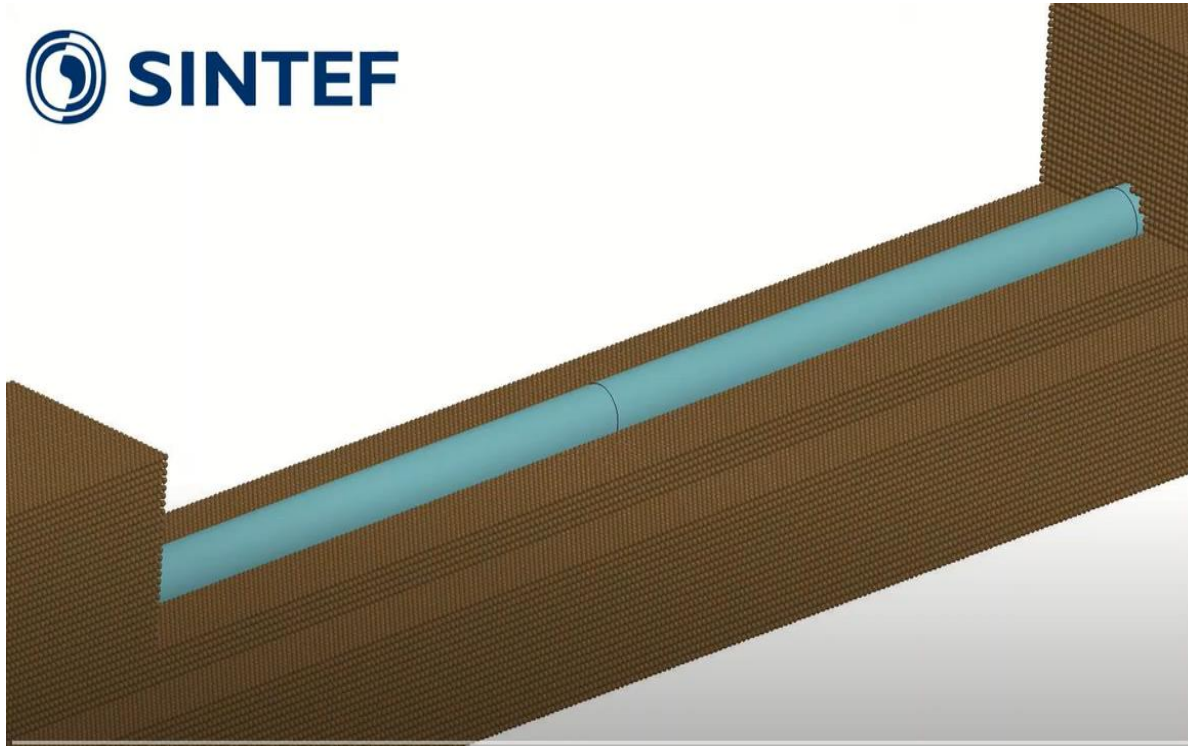


Conservative basis suggests use of **MDMT of -40°C** will provide adequate low temperature toughness

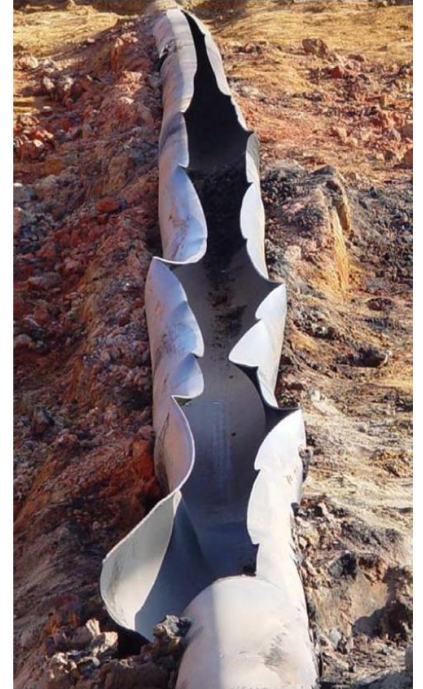
- Aligns with latest advice from NACE Guide 21532-2023



# Ductile Fracture Challenge



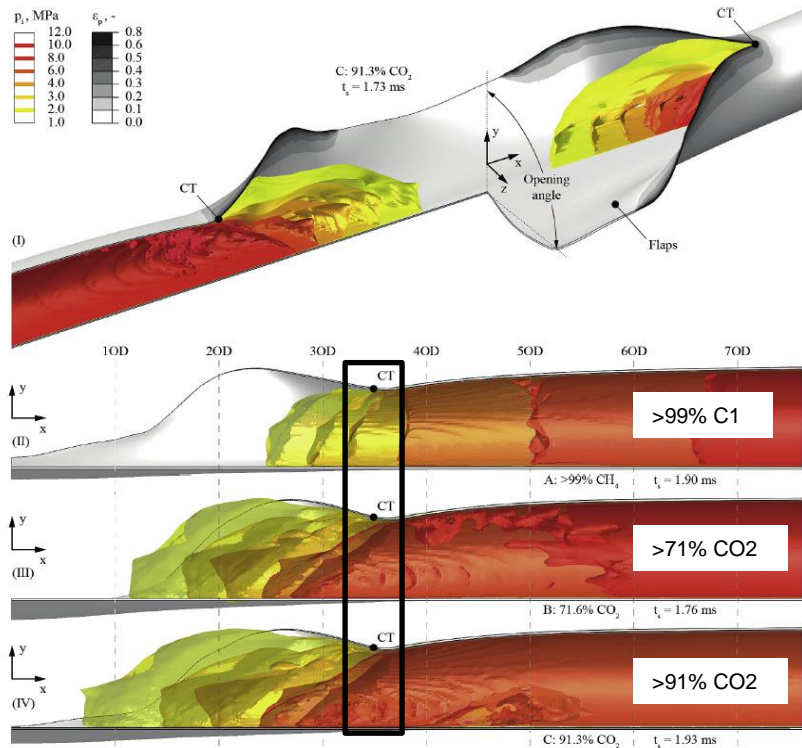
Simulation of Ductile (Running Fracture)



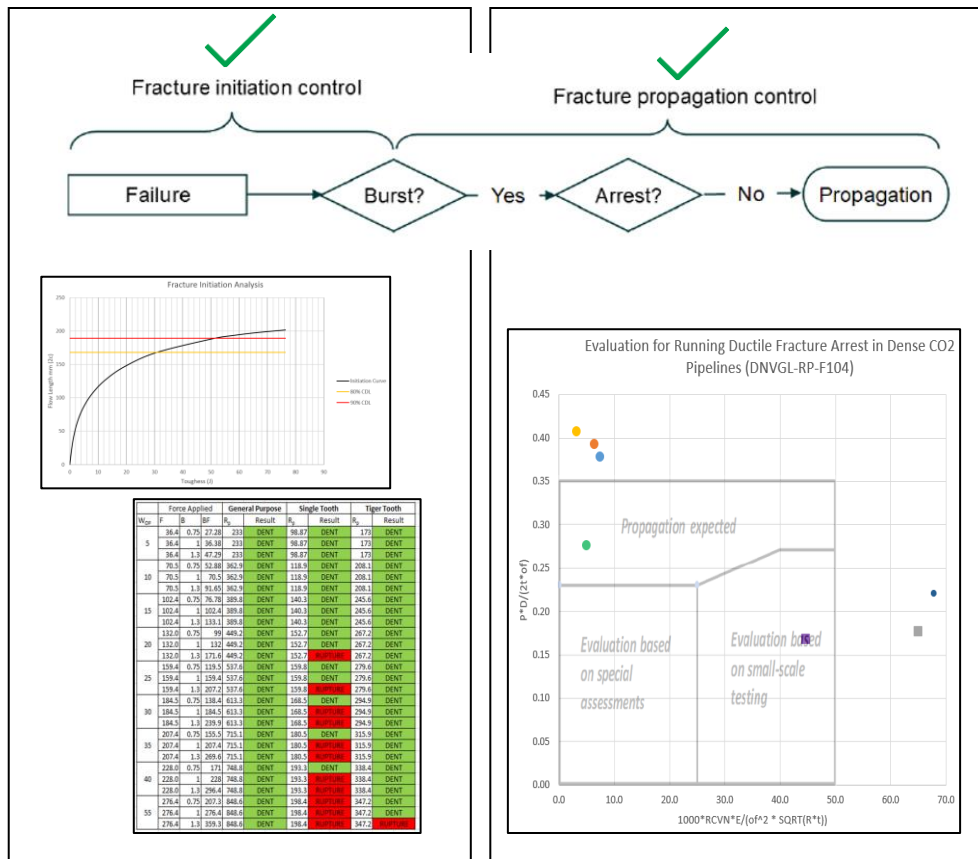
Carmichael Mississippi Pipeline Rupture

Source: Sintef (Youtube); NTSB Report PAR-09/01

# Ductile Fracture Control



\* Keim, et al (2019)



Ultimately, the project aims to potentially reduce large scale emissions in line with ExxonMobil`s and Australia`s carbon emission reduction goals

Thank you

# References

- Choi, Nestic and Young (2010) “Effect of Impurities on the Corrosion Behaviour of CO<sub>2</sub> Transmission Pipeline Steel in Supercritical CO<sub>2</sub>-water Environments”. Environmental Science & Technology Vol 44.
- DNV (2021) “Design and Operation of Carbon Dioxide Pipelines”. DNVGL-RP-F104:2021 (DNV)
- Keim, et al (2019), “Fluid-structure-interaction modeling of dynamic fracture propagation in pipelines transporting natural gases and CO<sub>2</sub>-mixtures”. International Journal of Pressure Vessels and Piping
- Mahgerefteh, Zhang & Brown (2014) “Modelling Brittle Fracture Propagation in Gas and Dense-phase CO<sub>2</sub> Transportation Pipelines”. University College London

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